

Montana and the Sky

Vol. 30, No. 5

MONTANA AERONAUTICS DIVISION

May, 1979

Yellowstone Airport Opens June 1

The Yellowstone Airport, located two miles north of West Yellowstone, Montana, will officially reopen for the 1979 season on June 1, 1979.

Western and Frontier Airlines will provide scheduled airline service to Yellowstone again this summer. Hertz, Avis and National Car Rental agents will operate from the terminal building, as will the Yellowstone Park Company which provides bus tours through the national park.

The airport cafe is open from 7:00 a.m. to 5:00 p.m. daily and a gift shop is also open in the terminal building.

Yellowstone Aviation is the fixed base operator offering both av-gas and jet fuel, as well as flight instruction, charter and scenic flights.

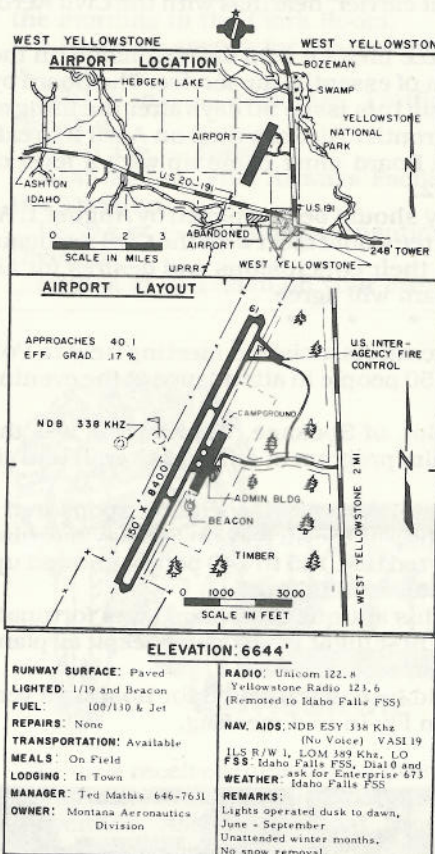
The Yellowstone Airport will remain open throughout the summer and will close for the winter on October 1, 1979.

Further information may be obtained from:

Ted Mathis, Airport Manager
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59601
(406) 449-2506 — Helena
(406) 646-7631 — West Yellowstone

Summer Activities

With spring and summer approaching so are many aviation activities such as airshows, fly-ins, contests, and many others. Many aviators over the past years have been disappointed when they learned of an activity only after it had happened. To try and avoid this, the Montana Aeronautics Division wants to make sure that your activity is included in Montana and the Sky. To do this, we need information on your planned activities by the 5th of each month, prior to the month the activity is scheduled. Thanks for your cooperation in keeping the rest of the Montana aviation community informed!



"Fly the Biggest Piece Back"

An illustrated biography of Montana pioneer pilot Bob Johnson, founder of Missoula's Johnson Flying Service, is scheduled to be released this summer by Mountain Press Publishing Company of Missoula.

"Fly the Biggest Piece Back," by Missoulian reporter and columnist Steve Smith, traces Johnson's colorful flying and business career from the early 1920's through the mid-1970's describing the development of western Montana aviation and various Forest Service aerial programs, such as back-country cargo delivery, smokejumping and slurry bombing.

Researched and written by Smith over a period of four years, and containing more than 100 black and white photographs, the book also deals with exploits of other noted mountain pilots such as Johnson's brother, Dick, and Penn Stohr, Jack Hughes and Missoula's E. A. "Slim" Phillips.



Pancake breakfast in Polson at the recent AAA meeting.

Don't Touch

Federal law prohibits the movement of any piece of wreckage of an aircraft — except to remove an injured or trapped person, to protect the aircraft from further damage, or to protect the public from injury — until the investigation of that accident has been completed.

Intentionally walking off with a souvenir of a crash violates any number of local and state statutes. Stealing is stealing, and anyone who is tempted to alter the site of an aircraft accident in any way should be aware that the consequences could be less than pleasant.

Max Conrad, the famous 76-year-old "Flying Grandfather" with numerous endurance records in light aircraft and more than 50,000 flight hours to his credit, died in his sleep April 3, 1979, at Summit, N.J.

Administrator's Column

The Governor's Essential Air Service Task Force met on April 18 in Wolf Point to select a consultant to perform a study on essential air service determination for their communities.

After reviewing several proposals, T.A.P., Inc., from Bozeman, Montana, was selected and authorized to complete Phase I (the determination of essential air service). Phase II of the study will be approved on a step-by-step basis and will include such items as subsidy determination, recommended schedules, routes, selection of a replacement carrier, hearings with the Civil Aeronautics Board, etc.

The lawyer retained by the committee filed for a 30 day extension on the Civil Aeronautics Board's determination of essential air service. The Board by law must make a determination regarding this issue 90 days after the filing of the exiting carrier from a route. Since Frontier Airlines filed on April 2 to exit the eastern/central Montana route the Board must come up with a level of service for these communities by July 2.

According to the contract, the study should be completed by August 1. At that time the contractor and the committee would meet with the Civil Aeronautics Board officials to share with them their conclusions and desires for air service to this route. Hopefully, the Board will agree.

* * * * *

I attended the Montana Antique Aircraft Association meeting held in Polson on April 28 and 29. There were over 50 people in attendance at the evening dinner meeting.

Stan Williams, retired Air Force pilot, of Spokane, Washington, was the guest speaker. Stan presented a great film program of antique aircraft and air shows.

The local chapter of the Experimental Aircraft Association sponsored a pancake breakfast in the Fredrickson shop at the airport on Sunday morning which was well attended. The EAA reported that 125 to 140 people showed up. Several people also flew in from Hamilton and Kalispell.

Clyde Fredrickson gave air rides in his antique Stearman. I was fortunate enough to be one of the passengers. My first flight in an open cockpit airplane was a real thrill which I thoroughly enjoyed.

Clyde and Ernie Fredrickson should be congratulated for hosting a very successful Antique Aircraft Association Fly-in and meeting.



(Photo courtesy Rex Bovee, Glendive Ranger-Review)

The Governor (far end of table) expressing his concern for adequate air service to the members of the Essential Air Service Task Force.



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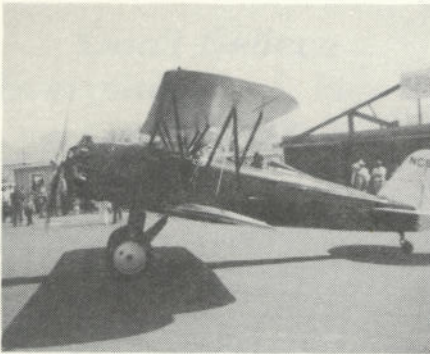
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THURBER'S HELENA



Left to right, Patricia Johnson, secretary of the AAA, Frank Bass, president of the AAA and Stan Williams, guest speaker at the recent banquet meeting in Polson.



Clyde Fredrickson's Stearman.

Microphone Technique

Few non-professional pilots seem to realize that you can speak quietly into any good aircraft microphone, if you hold it properly, quite close to the mouth.

A quality mike is a must — no degree of elocution can overcome poor amplification. Airplane owners who spend bundles of money for radios but stick with a second-rate, twenty-year-old microphone are penny wise and dollar foolish. They do not know how bad they sound.

If you have never heard yourself on the radio, it is a good idea to get someone to tape you in action. You may never come to sound like Charleton Heston in the cockpit of a 747, but you may get a lot fewer requests to "Say again, please."

(Maryland DOT)

Follow-Up

By: Dave Kneedler, Chief
Airport/Airways Bureau

As promised in our last issue, here are additional details on our May 23 "listening session." The meeting will be held in Helena at the Colonial Inn Best Western, beginning at 9:30 in the morning in the Clark Room.

A tentative agenda for the meeting is:

9:30 a.m. — FAA Air Traffic Division

10:30 a.m. — Break

10:45 a.m. — FAA Airways Facilities Division

11:30 a.m. — Montana Aeronautics Division

12:00 a.m. — Lunch on your own

1:30 p.m. — Montana Aeronautics Division

2:30 p.m. — FAA Flight Standards Division

3:30 p.m. — FAA Airport Division

4:30 p.m. — Dismiss

Each segment of the program will be designed to allow ample time for conference participants to raise questions and issues from the floor for a response by the appropriate persons. As mentioned earlier I think we can expect "lively" discussion regarding; FAA proposal to alter the Positive Control Area, changes to FAR Part 135, renewal of the Airport Development Aid Program in 1980, the Aeronautics Division's future, etc.

Much effort is going in to making this session a success, but we need your participation to make it so. Please don't "let George do it."



AIRSHOW ALBERTA 79

Medicine Hat

We have received information from the South East Alberta Travel and Convention Association that they intend to sponsor an air show August 4 and 5, 1979. The location of the air show is Medicine Hat, Alberta, a beautiful city in the southeast corner of Alberta. It is ideally situated to draw record numbers of participants, exhibitors, and spectators.

A different show each of the two days is expected to bring in a large number of people. During the first day the airshow will be entirely of the World War II vintage. The sights and sounds of air power as it was in that great moment of history will be experienced.

The second day will be full of high performance action. Jets, aerobatics, stunts and thrills can be expected.

It should be noted that August 4 and 5 is followed by a civic holiday, so you won't have to rush away from

Medicine Hat. Take your long weekend at Airshow Alberta 79 and relax!

Confirmed attractions include:

Bob Hoover
Art Scholl
Tom Young
Bill Bordelean
Canadian Reds
Jim Parker
Pat and Bob Wagner
Snowbirds
Grace the Ace

Static displays will include: Stearman, Funk, Mustang, Harvard, Tiger Moth, Chipmunk, 1917 Fokker Triplane, DeHaviland Dash 7, P40 — B51 — B17 U.S. Bombers WWII, to name a few.

Please contact Roger Holmes, Publicity and Public Relations Chairman, Airshow Alberta 79, P.O. Box 605, Medicine Hat, Alberta, Canada T1A 7G5 (403) 526-5300 for complete details.

Aerotronics I, II, III

Aerotronics, Inc., was originally founded in 1964 by Richard Van Luchene in Billings, Montana. Since that time Aerotronics has expanded its facilities to include Great Falls and Missoula. Aerotronics is owned and operated by President Dick Van Luchene, Vice President Martin Elshire and Secretary-Treasurer Steve Vold.

All three shops are fully FAA certified repair stations covering VHF, ADF, DME, Transponder, Radar, Area Nav, and Auto Pilot. In addition the firm is certified to conduct altimeter pitot static and transponder bi-annual checks that are required by the FAA. The firm employs 12 people full time and 2 people part time. They are also members of the Montana Aviation Trades Association.

Aerotronics I, in Billings, is managed by Dick Van Luchene. Dick was born in Huntley, Montana, graduated from Billings High School, attended Montana State University for two years and then served three years in the United States Marine Corps where he received his training in airborne avionics. He served as an avionics technician with the USMC 1st Marine Air Wing in the Far East and was honorably discharged in 1959. Dick worked as an avionics technician from 1960 until 1964 when he founded Aerotronics, Inc. He resides in Billings with his wife Rose and three boys. Dick is a member of the Elks, Montana Pilots Association, and is a Director for the Montana Aviation Trades Association. He holds a radio repairman's certificate, commercial pilots license and multi-engine and instrument rating. His hobbies include flying and fishing.

Aerotronics II, in Great Falls, is managed by Martin Elshire. Martin was born in Rapid City, South Dakota, and graduated from Joliet High School, Joliet, Montana. He joined the United States Air Force where he completed the Air Force auto pilot and navigation electronics school. He worked as an airborne electronic technician during his four years in the Air Force and continued in the avionics field after his honorable discharge in 1967 when he joined Aerotronics.

In 1970 he bought into the Aerotronics Corporation and in

December, 1976, he opened the Great Falls shop in the Skymart Aviation maintenance hangar. Operations were conducted there until April 1, 1979, when they bought the Holman maintenance hangar where they are currently in full operation.

Martin holds a multi-engine pilots license, a third class FCC radio license and a radio repairman certificate. His hobbies include flying, scuba diving and horseback riding. He is a member of the Great Falls Optimist Club and a member of the Montana Pilots Association. He resides in Cascade with his wife Ruby and two children.

Aerotronics III, the newest branch, opened May 1, 1979, in Missoula. Steve Vold is manager of the Missoula shop located in the Executive Aviation hangar. Steve was born in Glenwood, Minnesota, and graduated from Glenwood High School in 1971. He attended Alexandria Area Vocational Institute in Alexandria, Minnesota, and enrolled in the avionics program, graduating in 1973. Steve accepted employment with Aerotronics in January of 1975. In 1977 he became avionics manager of the Billings shop and in the spring of 1979 became a partner in the Aerotronics Corporation. Steve has 8½ years of aviation avionics experience and holds a private pilots license. He resides in Missoula with his wife, Sue.



Billings Aerotronics employees, left to right, Jay Reno, Bob Hull, John Inman and Speed Fitzhugh.



The Billings Aerotronics shop.



Left to right, Tom Villareal, Martin Elshire and Hank Coleman, Great Falls Aerotronics.



Steve Vold, manager of the Missoula Aero-electronics shop.

Don't Believe Everything You Hear!

It was a typical day in Oregon, low ceilings, with drizzle and about enough visibility to see the radiator ornament as I drove toward our airport. I had just soloed the day previously, and wasn't about to let the weather deter me from another exciting experience at the controls of an airplane. I admit that I was pretty proud of my accomplishment, and had invited my next door neighbor to ride with me. I planned to fly to a neighboring town about 200 miles away where I knew there was a good restaurant.

On the way to the airport, my neighbor, Carl Bury, expressed some worry about the trip.

"Don't worry about a thing," I reassured him, "I understand their hamburgers are excellent."

When we arrived at the field, the drizzle had turned to a hard, steady rain. This concerned me a little, as I was wearing my brown and white shoes, and my mother had warned me about getting them muddy. We checked with the local operator, and found that my regular airplane, a Cessna 120, was down for repairs.

The operator was a good-hearted fellow, though, and when he saw my disappointment he assigned me another one, N3341P, which turned out to be a Piper Apache.

"It's practically the same as a Pitts Special," he told me when I discovered there was an extra engine. "Just remember you have to pull the gear up."

After a pre-flight check of the airplane (I noticed the tail wheel was missing, but didn't say anything to the operator for fear he would cancel the trip) we climbed aboard and began looking for the starter.

Just then the operator came running out to tell me there were severe thunderstorms at my destination, and warned me to be careful. I assured him I was not afraid of thunderstorms.

The take-off was uneventful, but we did use what seemed to be a lot of runway. (I learned later, we had taken off downwind with the parking brake on.)

We climbed into a solid overcast at about 400 feet. This was a bad disappointment, as I knew Carl would have been interested in the scenery. The air was pretty smooth though, and except for the ice that kept forming over the windshield, there was little to see.

For a pilot with only six hours, I thought I handled the controls pretty smoothly, although, for some strange reason, things occasionally flew out of my pockets up to the roof. Carl didn't seem to notice.

In fact, he kept staring straight ahead with a sort of glassy expression. I guess he was afraid of the height, as some akro-pilots are.

After about an hour, I began to be concerned over the fact I could not see anything. It was going to be difficult to spot other traffic around the airport at our destination, and I hoped the other pilots would use a little good sense and keep a sharp eye in such bad weather.

It was obvious that I was going to have to get down lower, if I wanted to see anything. It was too bad that the altimeter was so unreliable. It kept winding rapidly, and I guess that it hadn't been kept in good repair.

Anyway, following this plan, I began to come down. Just then the left engine quit. No warning, nothing. It just quit. Carl made a sort of gurgling noise then, and it was the first thing he had said since we left. I explained that there was nothing to worry about as we had another engine, that we hadn't used yet. So I started the right engine, and Carl felt better after that, and he went to sleep.

Well, pretty soon we did get down far enough so that I could see the ground. It was pretty dark under the clouds and if it wasn't for the lightening

flashes, it would be hard to find any good landmarks. Then I spotted a highway, and remember there was a highway near the airport we were headed toward, so I follow it. It was difficult to read the road signs in all that rain, and I had to stay pretty low. Several cars ran off the road when we passed them, and I could see it was true about flying being a lot safer than driving.

After awhile, we did find the airport, but I had to fly around the tower a few times to make sure it was the right one. I didn't want to make a mistake and have everyone know I was just a student pilot. They were very hospitable at the airport, and flashed all sorts of colored lights as a welcome. So I landed and slid up to the parking area. (The operator should have mentioned that you had to put the gear down again.) Everyone there was pretty excited. It was easy to see they had never seen a Piper Apache before. Carl was still sleeping soundly, and I had to have help to carry him into the restaurant.

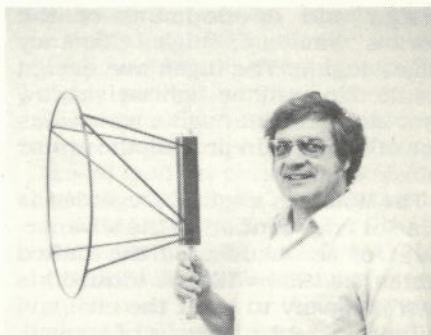
Well, I certainly learned about flying from that, and I want to pass on some good advice to other student pilots:

Don't believe everything you hear — the food was terrible!

(Sport Aerobatics)

Get 'Em While They're Hot!

New 18" windsock frames are now available. The frames are equipped with 2 ball-bearing swivels, 1" plated steel tubing, threaded on one end with reinforced welded construction. Frame as pictured — \$16.00. 18" windsocks to fit this frame — \$16.00.



Contact Jerry Burrows for windsock frames.

Helicopter Over Havre

Hensley Flying Service, Havre, recently began a helicopter service with Sharel Stroh as pilot. Sharel is the only qualified civilian helicopter pilot in the area nearer than Great Falls or Lewistown.

Jim and Sharel bought their new Enstrom helicopter last September in Kalispell, adding to their fleet of nine single and twin engine fixed-wing planes.

The 1977 Enstrom helicopter is a Model F28C with 205 hp, a Lycoming engine and is made by the F. Lee Bailey Company.

Sharel had some training in helicopters in Kalispell. Her instructor returned with her to Havre to complete the preparatory training necessary for her to obtain a commercial license. In November she received that license. Jim has since soloed in the Enstrom and hopes to be qualified by late summer in it.

They expect to spend a lot of helicopter flying hours doing such things as checking power and pipe lines, commercial photography, fire patrols, promotionals, and border patrol runs. Limited rescue work can also be performed. A helicopter will expand rescue work possibilities in the Havre area a great deal.

Collier Trophy Winner Announced

Sam B. Williams, President of the Williams Research Corporation of Walled Lake, Michigan, has been selected to receive the Collier Trophy. Meeting in Washington D.C. on April 3, the National Aeronautic Association's selection committee chose as the 1978 recipient Williams' design and development of the world's smallest, high efficiency fanjet engine. The ingenious design resulted in a unique, light weight, low cost and efficient engine which was one of the keys in proving the cruise missile concept.

The Williams' engine is regarded as a major contribution to the advancement of aeronautics in the United States. In 1954 Williams formed his own company to meet the civil and military need he foresaw of a small, efficient, inexpensive gas turbine engine. He set about to solve the



Sharel Hensley Stroh, one of the few women in the United States qualified as a civilian helicopter pilot.

problems unique to such small engines, producing a series of turbojets in the late 1950's and '60's which were used to power small drone aircraft, provide auxiliary power for industrial and aircraft applications, and power the jet flying belt developed by Bell Aerospace in 1969.

The need for very small turbine engines was dramatically realized by the advent of the strategic cruise missile. The Williams' engine was selected and qualified for both Air Force and Navy cruise missiles. It weighs 145 pounds, is 12 by 37 inches and produces over 600 pounds thrust.

The Collier Trophy citation reads, "To Sam B. Williams, Chairman and President, Williams Research Corporation, for conceiving and developing the world's smallest, high efficiency turbofan engine which was selected to power U.S. cruise missiles."

Gossamer Flying For \$200,000

Dr. Paul MacCready, designer and builder of the man-powered Gossamer Condor which won the \$85,000 Kremer prize in 1977 recently stated that May 20 has tentatively been set

for a man-powered flight across the English Channel. The Gossamer Albatross, an improved version of the Gossamer Condor, will attempt the crossing.

If it crosses the channel successfully the Albatross will win a second Henry Kremer award in the amount of \$200,000.

"The flight will take two hours if there's no wind," Dr. MacCready has reported. "That's not a problem. Flying the Gossamer Albatross is about like riding a bike on the flat at 15 or 20 miles an hour. Good bicyclists can do that all day long."

Dr. MacCready also said that he doesn't expect Gossamer-class aircraft to make much of an impact on civilization except, perhaps, to make it more fun.

"But when you look at all the things that finally summarize it, you realize that manpowered airplanes probably have no great practical value. Unless, of course, Mr. Kremer keeps putting up prize money. And the fact that it doesn't have any practical value may be one of its greatest charms."



Calendar

May 18-20 — MPA convention and annual meeting. Outlaw Inn, Kalispell.

May 23 — Listening session with the Aeronautics Division and FAA, Colonial Inn, Helena, MT.

June 1 — Yellowstone Airport, West Yellowstone, MT, re-opens for the season.

June 10 — Flying Farmers Fly-In, Langhus Ranch.

June 15 — Flying Farmers Wyoming Convention, A-A Ranch, Saratoga.

June 16 — Hughes Airwest Air Race Classic. Contact (714) 438-5179 for further information.

July 1 — Flying Farmers Fly-In, Dave Stephens.

July 3 & 4 — Thunderbirds Air Show, with Golden Knights Skydiving Team. 3:00 to 5:00 p.m. Bert Mooney Airport, Butte.

July 28-August 4 — 27th Annual International Experimental Aircraft Association Convention, EAA, Oshkosh, WI.

August 4 & 5 — Airshow Alberta '79, Medicine Hat, Alberta. Contact Roger Holmes (403) 526-5300 for details.

August 5-10 — International Flying Farmers Convention in Oklahoma City.

September 25-27 — National Business Aircraft Association Annual Convention, Atlanta, GA.

September 28-30 — North Dakota Flying Farmers Convention, Holiday Inn, Fargo.

October 5-7 — Montana Flying Farmers Convention, Wolf Point.

Planning a Flight to Canada

If you are planning a flight into Canada this summer, we suggest that you make yourself familiar with Canadian Flight Rules. Canadian air traffic and flight operation rules are basically the same as those of the United States, but there are some significant differences which many U.S. pilots tend to ignore.

1. UNCONTROLLED VFR FLIGHT "ON TOP" (ABOVE AN OVERCAST) IS NOT PERMITTED. Controlled VFR (CVFR) is a flight conducted under visual flight rules within Block Airspace, in accordance with an air traf-

fic control clearance, and it requires that the pilot be instrument rated. Block Airspace is the airspace within designated airways, extending up from 9,500 ASL, MSL in the U.S., (12,500 feet above ASL west of Longitude 114 degrees west).

2. VFR FLIGHT LEVELS. In Canada VFR aircraft at or about 3,000 feet ASL fly at odd or even thousand-foot levels, according to heading, NOT AT THOUSANDS PLUS 500.

3. A FLIGHT PLAN OR FLIGHT NOTIFICATION IS MANDATORY FOR MOST OPERATIONS. The flight notification form is used when the designation is in a remote location where closing a flight plan would be difficult due to lack of communications. The pilot designates a responsible person who will notify air traffic control that an aircraft is overdue if it is not heard from within 24 hours after an agreed-upon time. Canadian officials are especially concerned about U.S. pilots failing to observe the flight not-

ification plan requirement when flying into sparsely populated country.

Filing a flight plan before crossing the border, in either direction, is mandatory. Failure to do so could put the Mounties or U.S. Customs authorities on your trail.

4. LACK OF ADEQUATE SURVIVAL GEAR. Specific equipment and ratings are required in Canada for all flights within the designated sparsely settled areas, which include more than 90% of the country. Required items: sleeping bag, flashlight, pocket compass, ax, matches (waterproof container), snare wire, insect lotion, five pounds of concentrated food per person, cooking utensils, hunting knife, fishing tackle.

5. MAKE SURE THAT YOU HAVE THE PROPER AERONAUTICAL CHARTS. Do not be so naive as to rely upon road maps or the idea you can simply follow a river or a road. The country is vast and it is a long way

(Continued on Page 8)



Bill Tubbs, owner of Hamilton Aviation, recently received an Airline Transport pilot rating. Tubbs took the flight portion of the test in Kalispell. According to the Federal Aviation Administration rating system, an ATP rating is the highest aviation rating a pilot can obtain. The qualifications for the rating are the same as those for an airline pilot. Congratulations Bill!

between settled areas and it is easy to take the wrong fork.

6. BEACONS ARE USED MUCH MORE COMMONLY IN CANADA than in the U.S. where many pilots have no experience with them. If you fly into Canada without an appropriate receiver in your aircraft, you could be severely handicapped.

Some Canadian airports, especially those surrounded by high terrain, have two or three non-directional beacons used to help VFR pilots to avoid mountainous slopes. Omnidirectional range is too expensive to install in rugged, remote locations. Therefore, ADF is an extremely important piece of equipment when flying in northern Canada. If you are not familiar with its usage, practice before crossing the border.

(Minnesota Flyer)



Aerial view of Yellowstone Airport.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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